(a) the efforts made to ensure smooth supply of LPG in Uttar Pradesh; and

(b) the extent of demand and the supply made of LPG in Uttar Pradeeh during the last three years?

THE MINISTER OF, STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPTAIN SATISH SHARMA): (a) and (b) The demand of existing consumers of LPG in Uttar Pradesh, who are en rolled with the distributors of public sector oil companies, is by and large being met in full. Temporary backlogs that may arise are cleared by augmenting LPG supplies through operation of Bottling Plants during extended hours and on holidays and by arranging supplies from bottling plants in adjoining areas.

The LPG sales in the State of Uttar Pradesh during 1992-93, 1993-94 and 1994-95 have been as under:

Figures in TMT

1992-93	322.2
1993-94	355 3
1994-95 . . . (April - December, 1994)	283.9

Construction of Mankhurd-Belapur Railway Project

3716. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE: Will the Minister of RAILWAYS be pleased to state;

(a) whether under the scheme for construction of Mankhurd-Belapur Railway project, Maharashtra Government has to share 67 per cent of the cost of the project to be raised through issue of bonds by CIDCO by way "of open market borrowings: and

(b) if so. what is the total share of Maharashtra Government including liability on account of Stamp Duty, Guarantee fee, etc and what is the market borrowing allocation made so far and how much more allocation is to be released by the Central Government indicating reasons for the delay?

THE MINISTER OF RAILWAYS (SHRI C. K JAFFER SHARIEF): (a) Yes, Sir.

(b) The total share of the State Government including liabilities is Rs. 488 crores. Market borrowing allocations totalling to Rs. 250 crores were made to M|s. CIDCO for the purpose upto 1993-94. No proposal was received by Ministry of Finance from Government of Maharashtra for allocation of Market borrowing during the year 1994.95 in favour of CIDCO.

Railway projects for development *ot* New Bombay

3717. SHRI SUSHILKUMAR SAMBHAJIRAO SHINDE; Will the Minister of RAILWAYS be pleased to state:

(a) which are the railway project' taken up so far for the development of New Bombay including those taken by CIDCO/State Government indicating the cost, expenditure incurred so far;

(b) the details of railway projects remaining to be implemented in New Bombay, including those required for development of Nhava Sheva Port; and .

(c) the steps being taken to complete the projects?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF):

(a) (i) Extension of railway line from Mankhurd to Belapur (double line) on cost sharing basis between CIDCO and Railways in 67:33 ratio.

Length : 17.98 Km. (double line)

Cost : Rs. 440.86 crores

Expenditure incurred upto 31-3-95 : Rs. 322 crores

(ii) Belapur—Panvel Rait Projects (single line deposit work *of* CIDCO).

Length : 10,68 Km.

Cost Rs. 95.34 crores

Expenditure incurred upto 31-3-95 : Rs. 86.6 crores

(iii) kalwa—Turbhe single line goods deposit work of CIDCO.

Length : 13,10 Km.

Cost : Rs. 27.39 crore*

Expenditure incurred upto 31-3-95 : Rs. 23.45 crores

(b) (i) Vhane—Tiubhe—Nerul---Vashi Corridor No. 2 in New Bombay to be shared between CIDCO and Railways in ratio 67:33. The work has been included in Railways Works Programme 1995-96.

Length : 14.75 Km.

Cost : Rs. 135.30 crores

Expenditure incurred : Nil

(ii) Belaapur- Pamel- Commuter double line as a part of East -West Corridor on cost sharing basis between CIDCO and Railways in 67:33 ratio. Work included in Works Programme 1995-96.

Length : 10.68 Km.

Cost : Rs. 143.99 crores

Expenditure incurred .Nil

(c) Sufficient fund* and other assietance, as required for early completion of the protect* are being provided.

Non-Availability of return Journey Rail Tickets at computerised reservation centres

3718. SHBI O. P. KOHLI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that return journey rail tickets are not being issued from all the computerised reservation centres in Delhi such as Parliament House Booking Office;

(b) if so, the reasons therefor;

(c) the steps taken to provide the facility from all the booking offices in Delhi and elsewhere in the country;

(d) if not, the reasons therefor; and

(e) the amount of inconvenience the same is causing to the Delhites?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) Return journey rail reservation